

Self-Guided Tour



Welcome to Denver International Airport. We invite you to explore and become acquainted with the new airport at your own pace.

Although it is nearly finished and safe in most places, please be very careful not to venture into construction areas, caution-taped zones or through any closed doors. Secured doors will activate alarms if accessed by unauthorized persons. Unauthorized door access violates federal law and carries severe penalties.

This DIA Self-Guided Tour brochure contains schematic maps of the most relevant parts of the new airport. Points along the Self-Guided Tour will be staffed by volunteers from the DIA Hospitality Ambassador Program. Ambassadors are easily identified by their white cowboy hats.

If you have a question or need assistance, please ask an Ambassador or an attendant at one of the information booths.

Plan ahead to stop for a snack or meal at one of DIA's restaurants. Maps designate rest rooms, elevators, escalators, telephones and other important features.

Please be careful, considerate and enjoy your tour of Denver International Airport.



DIA 12-Step Tour

Follow these points for a self-guided tour

1 The Jeppesen Terminal building has two nearly identical sides, the east and west, and you choose sides depending on which airline you use. Right outside ticketing is passenger drop-off (level 6) where friends or family will drop you off at curbside. If you have a ticket, you can check baggage at one of the 24 curbside baggage check-in stations. Inside, 240 ticketing positions will speed passengers on to their gates. Take some time to study the diagrams below to see where each airline's ticketing facilities are. *Walk to the next tour point around the corner in the Great Hall of the terminal.*

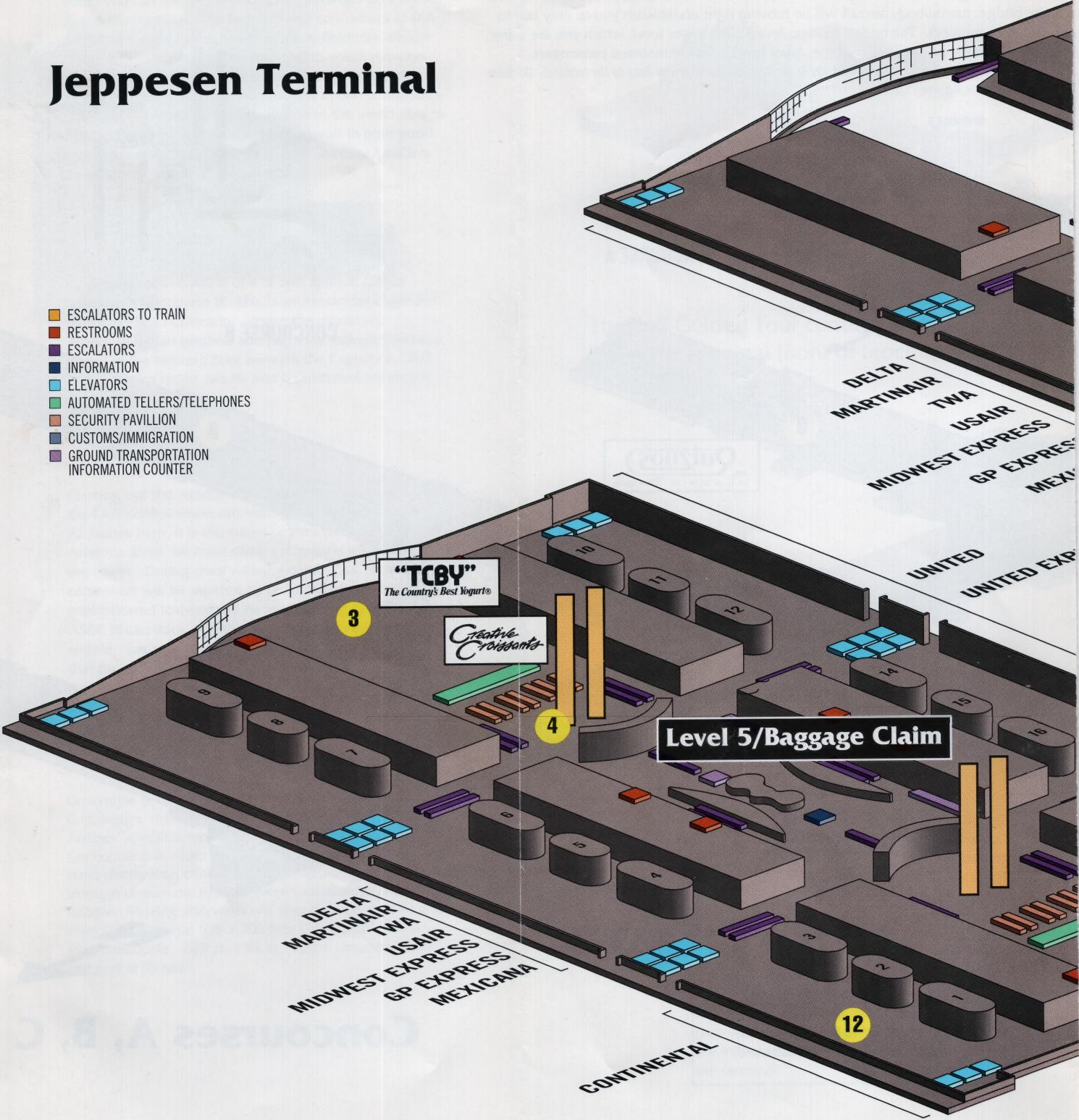
2 You are standing in the atrium or the Great Hall of the Jeppesen Terminal. Soaring about 126 feet above the floor below you are the peaks of the teflon-coated fiberglass roof. This tensile fabric roof is extremely durable and has a life span of 25 years. As you can see, it is translucent, so it fills the atrium with natural light. Thirty-four masts support the roof, and it is held in place by approximately 10 miles of steel cable. *Please take the elevators or escalators down one level and proceed to the large glass wall at the south end of the terminal.*

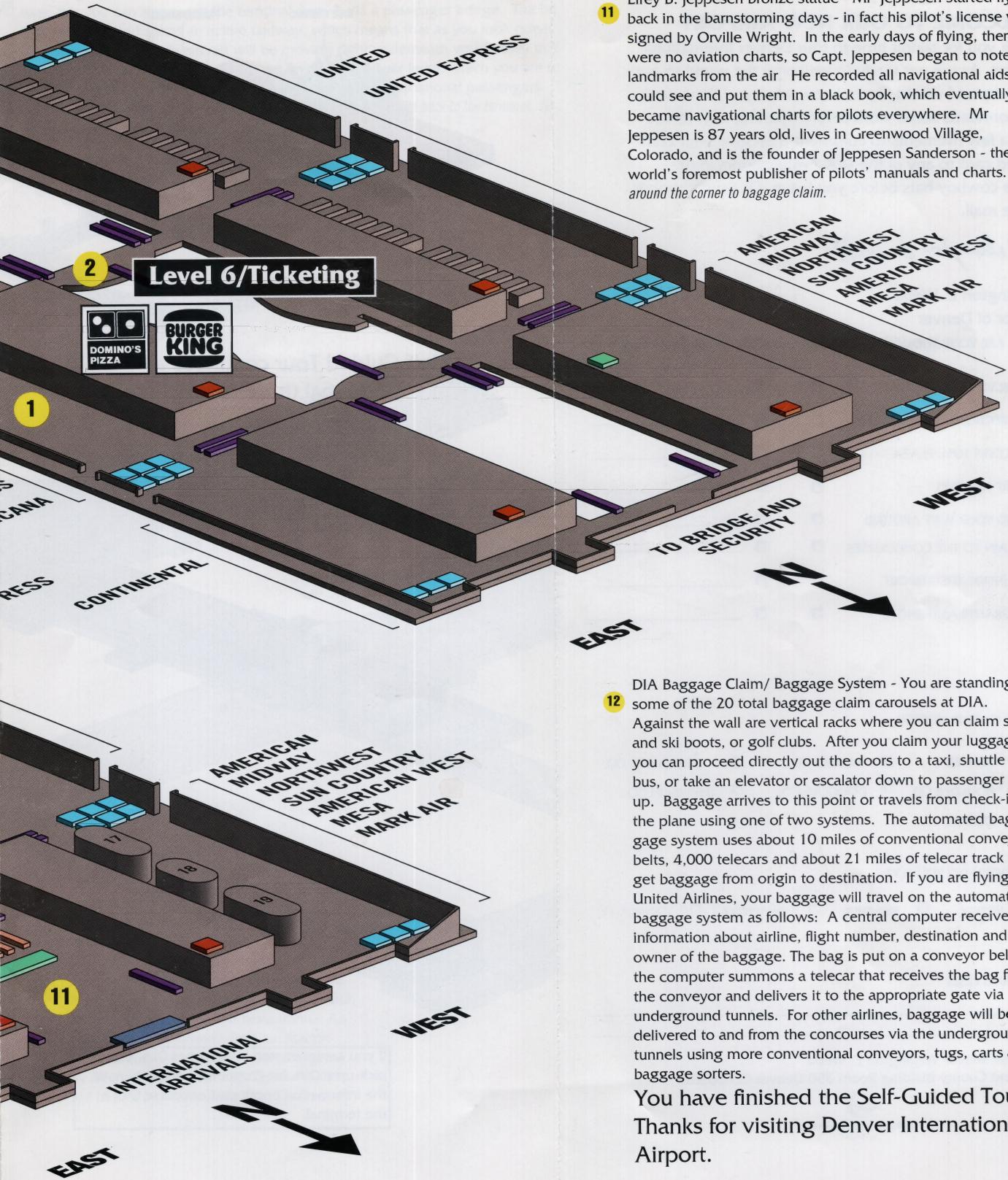
3 Beside you is a massive glass wall, through which on a clear day you can see Pikes Peak. Notice that Peña Boulevard flanks both sides of the terminal. On both sides of the terminal are three levels of roadway: the upper level for departures (level 6 passenger drop-off/ ticketing), the bottom level for arrivals (level 4 passenger pick-up), and in between, the level you are on now, curbside pick-up and drop-off for commercial vehicles such as taxis, buses and shuttles (level 5 baggage claim/ commercial vehicles). *To continue the tour to the train and concourses, go through the Security Pavilion and down the elevators or escalators to the terminal train station.*

4 DIA's subway system has four stations. They are located in the terminal, and in the cores of Concourses A, B and C. There are two train tunnels - one originating from the terminal and heading to Concourses A, B and C, and one originating from Concourse C heading to Concourses B and A and the terminal. The train is fully automatic, pollution-free and runs on rubber tires that follow a concrete guideway. It is powered by a steel center beam with an electric current. There are eight trains, with two cars each in a system capable of moving about 6,000 people in each direction per hour. Trains travel at up to 30 mph and the trip from the terminal to the farthest concourse takes about five minutes. *Take the train to Concourse C, get out and take the elevators or escalators to the concourse level.*

The Self-Guided Tour continues with 5 on Concourse C (back of brochure)

Jeppesen Terminal





Elrey B. Jeppesen bronze statue - Mr Jeppesen started flying back in the barnstorming days - in fact his pilot's license was signed by Orville Wright. In the early days of flying, there were no aviation charts, so Capt. Jeppesen began to note landmarks from the air. He recorded all navigational aids he could see and put them in a black book, which eventually became navigational charts for pilots everywhere. Mr Jeppesen is 87 years old, lives in Greenwood Village, Colorado, and is the founder of Jeppesen Sanderson - the world's foremost publisher of pilots' manuals and charts. *Go around the corner to baggage claim.*

DIA Baggage Claim/ Baggage System - You are standing at some of the 20 total baggage claim carousels at DIA. Against the wall are vertical racks where you can claim skis and ski boots, or golf clubs. After you claim your luggage, you can proceed directly out the doors to a taxi, shuttle or bus, or take an elevator or escalator down to passenger pick-up. Baggage arrives to this point or travels from check-in to the plane using one of two systems. The automated baggage system uses about 10 miles of conventional conveyor belts, 4,000 telecars and about 21 miles of telecar track to get baggage from origin to destination. If you are flying on United Airlines, your baggage will travel on the automated baggage system as follows: A central computer receives information about airline, flight number, destination and the owner of the baggage. The bag is put on a conveyor belt, and the computer summons a telecar that receives the bag from the conveyor and delivers it to the appropriate gate via underground tunnels. For other airlines, baggage will be delivered to and from the concourses via the underground tunnels using more conventional conveyors, tugs, carts and baggage sorters.

You have finished the Self-Guided Tour.
Thanks for visiting Denver International Airport.

WELCOME TO OUR NEW AIRPORT

Thank you for taking time to tour Denver International Airport. As we get ready to welcome the world to our new airport I would like to know what you think works well or needs some work before opening day. Please take a few moments to comment then give your completed card to any of the DIA Ambassadors in the white cowboy hats before you leave. Or simply drop it in the mail.

Wellington E. Webb

Wellington E. Webb
Mayor of Denver

WHAT ARE YOUR THOUGHTS WORKS NEEDS WORK (PLEASE EXPLAIN)

PENA BLVD.	<input type="checkbox"/>	<input type="checkbox"/>	_____
THE DIRECTIONAL ROAD SIGNS	<input type="checkbox"/>	<input type="checkbox"/>	_____
THE ACCESS TOLL PLAZA	<input type="checkbox"/>	<input type="checkbox"/>	_____
AIRPORT PARKING	<input type="checkbox"/>	<input type="checkbox"/>	_____
FINDING YOUR WAY AROUND	<input type="checkbox"/>	<input type="checkbox"/>	_____
THE TRAIN TO THE CONCOURSES	<input type="checkbox"/>	<input type="checkbox"/>	_____
SIGNS INSIDE THE AIRPORT	<input type="checkbox"/>	<input type="checkbox"/>	_____
RESTAURANTS AND SHOPS	<input type="checkbox"/>	<input type="checkbox"/>	_____

WHERE IS YOUR HOME?

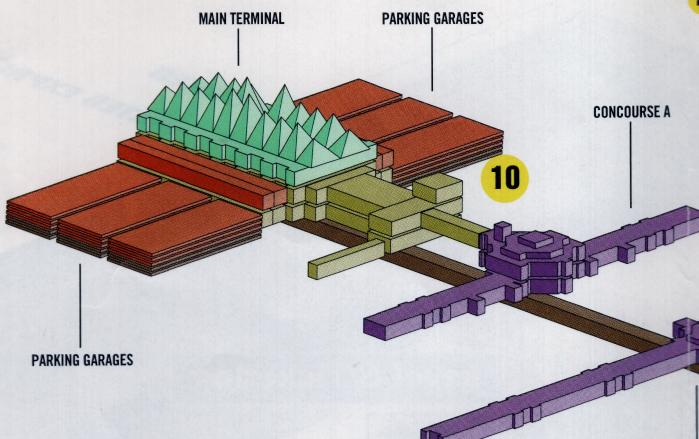
<input type="checkbox"/> DENVER	<input type="checkbox"/> ADAMS CO.	<input type="checkbox"/> ARAPAHOE CO.
<input type="checkbox"/> BOULDER CO.	<input type="checkbox"/> DOUGLAS CO.	<input type="checkbox"/> JEFFERSON CO.
<input type="checkbox"/> OTHER		

HOW OFTEN DO YOU FLY?

<input type="checkbox"/> WEEKLY	<input type="checkbox"/> MONTHLY	<input type="checkbox"/> QUARTERLY	<input type="checkbox"/> ANNUALLY
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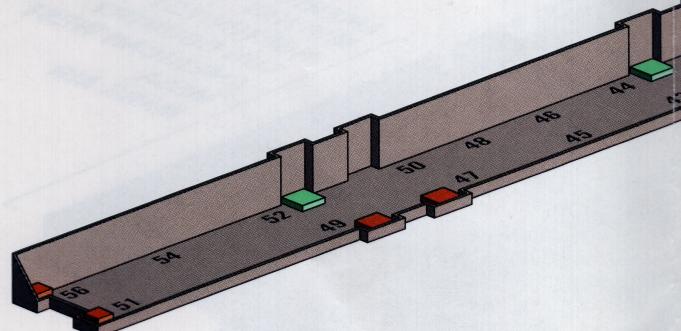
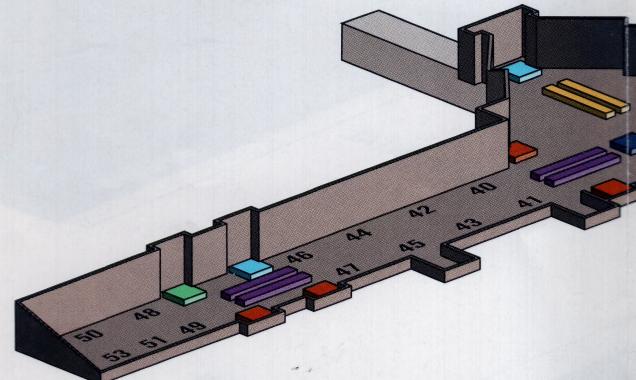
ANYTHING ELSE?

address: Mayor Wellington E. Webb
City and County Building Room 350 Denver CO 80202



The Self-Guided Tour continues at
11 in the terminal (front of brochure)

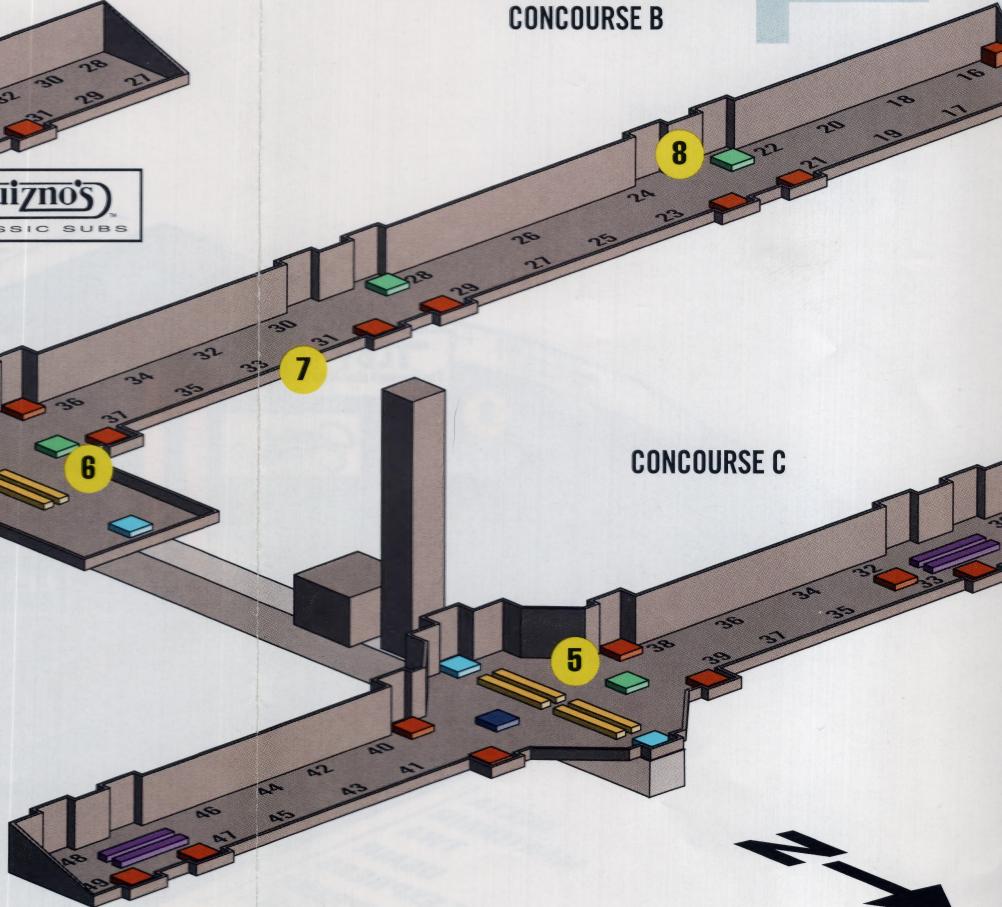
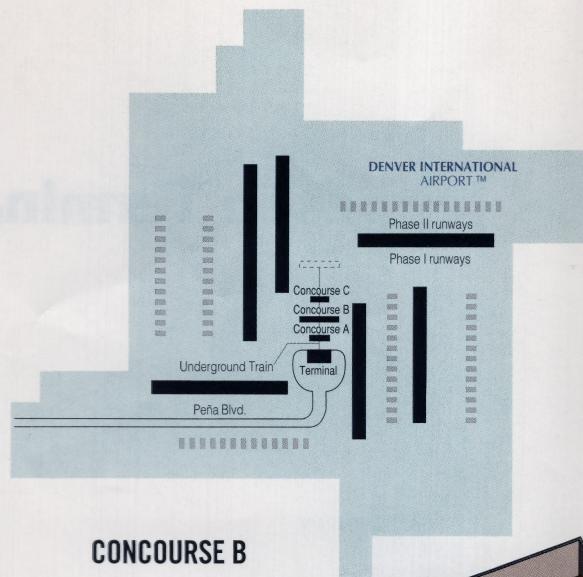
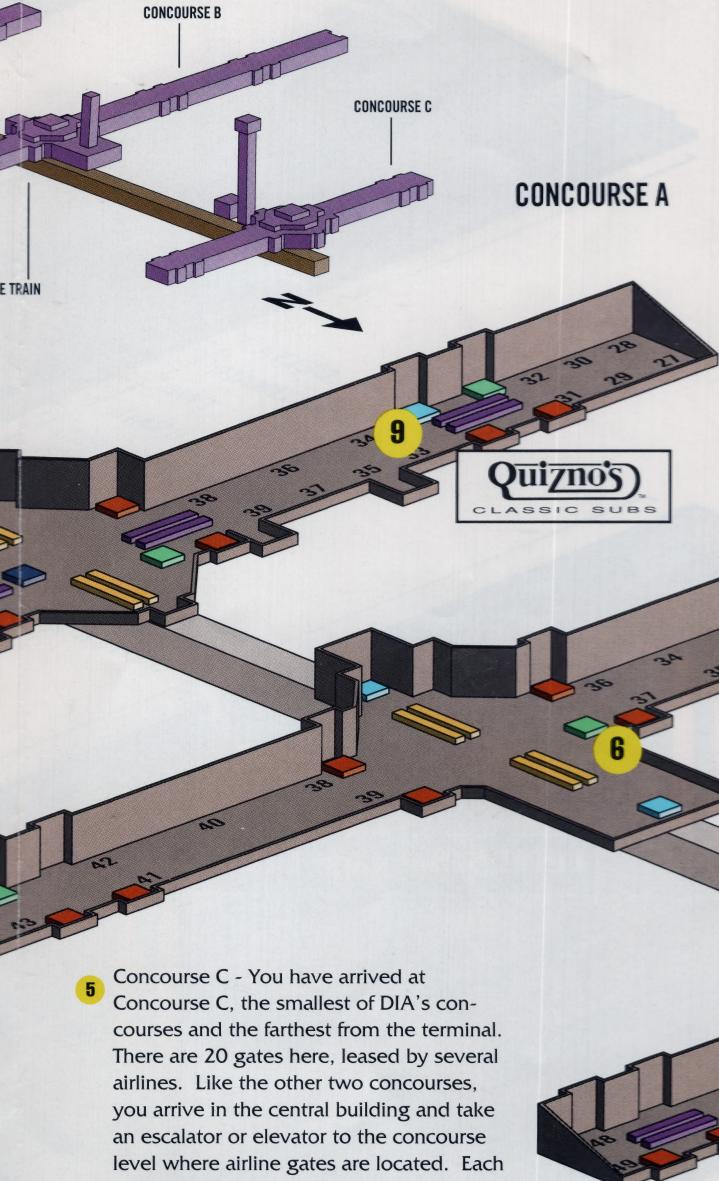
THE TRAIN



If you are interested in the art at DIA, please pick-up a DIA Art Program Tour brochure at the information booth on Concourse C or in the terminal.

10 The Bridge - Like other concourses, Concourse A is linked to the terminal by the subway. But you can also reach the terminal from A via a passenger bridge. The bridge is 365 feet long and spans an active taxiway, which means that as you look down from the bridge, narrowbody aircraft will be moving right underneath you as they taxi to and from runways. The bridge has two levels. The lower level, which you are using, is for domestic passengers, and the upper level is for international passengers.

Continue across the bridge, past the Airport Administration Building and back to the terminal. Go down one level to the Jeppesen statue.



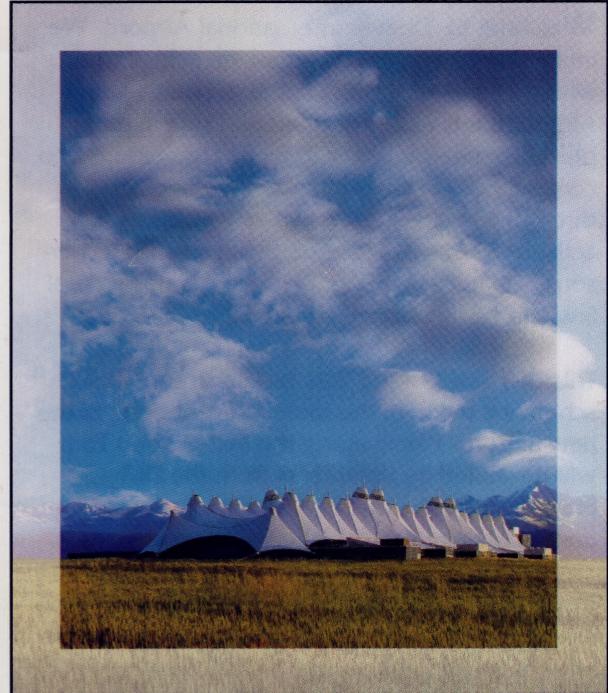
Concours A, B, C

9 Airport Airfield Design - Looking out the windows to the south you can see the airfield apron between Concourse A and the terminal. The terminal and concourses at DIA are located right in the center of the airfield (see airport layout left). Location of the three north-south runways and two east-west runways makes it easy for aircraft to arrive, taxi to a gate, and then take off in one continuous direction. DIA will be the first airport in the world able to handle three simultaneous aircraft arrivals in both good and bad weather. *Return to the center of Concourse A and take the elevator or escalator up to the bridge.*

8 Suspended above you is one of two antique planes hanging in Concourse B. This is an Alexander Eaglerock built in 1930 in Colorado. Notice the dinosaurs, American Indian symbols and names of unique Colorado places in the terrazzo floor beneath the Eaglerock. *Walk back to the train station, take the train to Concourse A and go up to the concourse level.*

7 Looking out the windows to the north, Concourse C and the FAA control tower are visible. At 327 feet, or about 32 stories high, it is the tallest control tower in North America. Even the most distant runway is visible from the tower. During poor visibility conditions, air traffic controllers will be assisted by radar called ASDE III and sophisticated taxiway and runway lighting systems. ASDE III can track any ground vehicle operating on the airfield. Each runway and taxiway has centerline lights that the controller can activate by touching a video monitor. These lights help direct a pilot from the runway to a gate. *Continue down the west wing of Concourse B to the next tour stop.*

Concourse B - Although resembling Concourses A and C in design, the City built Concourse B to United Airlines' specifications, since it is leasing all 44 gates. Concourse B is wider and has special features such as a parts distribution center that sends airplane parts through pneumatic tubes between warehouse and hangar. Moving walkways will speed passengers to and from their gates on this 3,300 foot (11 football fields) long concourse. *Walk down the west wing of Concourse B to the next point on the tour.*



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